



SCHWEIKER

Jack Schweiker Composite Squadron
New Jersey Wing, the Civil Air Patrol

August
2006

Mmmm, Hoagies!



UNDER THE PINES: Cadets Paul Jennings, Ryan Kennedy, Nick Jennings, Drew Swanson and Lt. Joe Imbesi chow down on hoagies at the Medford Lakes Canoe Carnival on Aug. 4. Below, Lt. Ryan Leach, Lt. Scott Juffe, Lt. Craig Fisher, Lt. Col. Marianne Ferland, and cadets Drew Swanson, Nick Jennings, Alex Markovchick and Kevin Miller await duty assignments at the Saturday night event. How 'bout those yellow shirts?



Often Imitated, Never Duplicated:

Maj. Jennings Named New Wing Vice Cdr.

CAP New Jersey Wing Commander Col. Robert McCabe last week announced the appointment of Schweiker's Maj. Robert Jennings to wing vice commander.



Maj. Robert Jennings
NJWG Vice Commander

Maj. Jennings replaces Lt. Col. Elizabeth Yull, who resigned to devote herself more completely to competing community service and volunteer interests. Yull has been a CAP member since 2002, an "invaluable member of CAP and the Wing staff," said the wing commander.

Yull is a U.S. Army and National Guard lieutenant colonel and originally joined CAP as the NJ Wing finance officer. She was appointed NJWG chief of staff by the immediate past commander, Col. Robert Diduch, and became vice commander when McCabe assumed command of NJ Wing last

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Thanks to Schweikers for Carnival Help

Thanks are in order to all the cadets and seniors who helped out with crowd control and hoagie eating at the annual Medford Lakes Canoe Carnival fundraiser on August 5.

With help from the Schweiker Squadron volunteers, Medford Lakes once again enjoyed a successful evening of canoe floats on the water at Beach Three.

Thanks go to cadets Jamie Protich, Alex Markovchick, Ryan Kennedy, Nicholas and Paul Jennings, Andrew Swanson and Kevin Miller; and seniors Scott Juffe, Joe Imbesi, Craig Fisher, Ryan Leach, Andre and Marianne Ferland, Robert Eboch, Mark and Ninette Swanson, Mike Miller and Jennifer Rudolph.

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See our website at schweiker.njwg.cap.gov

Cadet Stuff

*The Monthly Schedule
and Notes from Maj. Rudolph*

07 Aug

Uniform: Blues

1900 – 1910 Opening Formation
1910 – 1930 Mentoring & Study Time
1930 – 2000 Testing
2000 – 2010 Break
2010 – 2050 Aerospace Education Class
2050 – 2100 Closing Formation & Promotions

14 Aug. 06

Uniform – BDUs

1900 – 1910 Opening Formation
1910 – 1930 Flight & Admin Time (sign-ups, supplies, forms, etc.)
1930 – 2000 Leadership Lab
2000 – 2005 Break
2005 – 2100 Moral Leadership Lab
2050 – 2100 Closing Formation

21 Aug. 06

Uniform – Blues

1900 – 1910 Opening Formation
1910 – 1930 Mentoring & Study Time
1930 – 2000 Testing
1930 – 1955 Drill Practice
1955 – 2000 Break
2000 – 2050 Emergency Services Class
2050 – 2100 Closing Formation & Promotions

28 Aug. 06

Uniform – PT Uniform

1900 – 1910 Opening Formation
1910 – 2010 PT Training and Testing
2010 – 2020 Flight and Admin Time
2020 – 2030 Break
2030 – 2050 Safety Briefing
2050 – 2100 Closing Formation

Schweiker Family Picnic

Home of Dr. and Maj. Rudolph on August 19,
1-4 p.m., 10 Manor Dr., Westhampton, NJ.
Schweiker Squadron will supply hamburgers,
hotdogs and drinks. Please bring a side dish
or dessert to share.

RSVP: jennifer.rudolph@njwg.cap.gov

Bring a bathing suit and towel if you plan to swim.
There will be horseshoes, volleyball, badminton
and other fun. Bring your family!

Upcoming Training

CISM at Trenton Mercer

There will be a Critical Incident Stress Management Group Crisis Intervention Course given on August 26 and 27 at Trenton Mercer Airport from 0800 to 1600 hours. The cost is \$35. The fee includes class materials, breakfast and possibly lunch, depending on the number of attendees. This is the same course that is being offered at the 2006 CAP National Boards.

CAP members who complete Group Crisis Intervention can apply to work on a CISM team.

Send a \$35 check and your completed CAPF 60 to:

Capt. Katja Abegg, CAP,
35 Windham Drive, East-
ampton NJ 08060.

Capt. Abegg asks that interested individuals also RSVP at Ksabegg@aol.com.

August 19-20 SAREX

Air crews and ground units are being sought for an August 19-20 SAREX. There will be three sessions of four hours each, starting at 0700, 1200 and 1600.

Interested? Email Lt. Col. Rich Olszewski at richjo5@optonline.net.

Jennings Appointed

(Continued from page 1)

August.

Maj. Robert Jennings, the new wing vice commander, is currently the Group 225 commander, where he has done a good job building cohesiveness among the squadrons and rallying around the vision and goals we all share for the wing, said Col. McCabe.

Prior to his assignment as a group commander, Maj Jennings was the leadership officer for Schweiker Composite Squadron. He was a CAP cadet for four years in the 1970s and served in the Army National Guard for four years prior to serving almost five years as an active duty U.S. Army officer. Maj Jennings brings experience in all three CAP missions -- he is a qualified mission observer and ground branch director, very experienced in the CAP cadet program, and is a qualified aerospace education officer.

In addition to his CAP and military experience, Maj. Jennings has spent more than 20 years in the technology industry, much of it in management and leadership positions. He is currently

chief operating officer of a successful web services software company in Easton, Pa. "I am certain that his skills and experience will be of great benefit to all of us in performing our 'Missions for America,'" said the wing commander.

Col. McCabe explained that Lt. Col. Yull approached him in July and said that the demands of the vice commander position were impacting her other interests.

"She has been an invaluable resource to me, and I am pleased to say that she will remain active in CAP in another role on the Wing staff," said Col. McCabe.

Carnival Thanks

(Continued from page 1)

Everyone involved should have received the canoe carnival annual commemorative plate and a yellow t-shirt. If you haven't received one, be sure to see your flight chain of command or Maj. Rudolph.

A fine time was had by all.

Send submissions to 2Lt. Swanson at mswanson@comcast.net

The Secrets of My Success in CAP

I wrote this piece for the NJWG Basic Encampment journal, "Salute to 'Encampment,'" in July. I thought our squadron members might enjoy it, as well.
-2Lt. Mark Swanson

How many times have you been in a class and thought to yourself, this is so unnecessary? Maybe the whole idea of school has seemed unnecessary. Maybe the whole idea of climbing ladders to make it in this world is starting to seem unnecessary.

For many students, it just seems so hard to stay motivated.

First, be assured that you're not the first teenager, adult or human, for that matter, to feel that way. The modern world's ever-increasing complexity just seems insurmountable: too much work, too much study, too many tests and too many applications.

While you might come home from your squadron meeting dreaming about flying after an aerospace education class, most of the time it probably seems like your chances of ever piloting an aircraft are slim to none.

Again, you're not the first to feel that way.

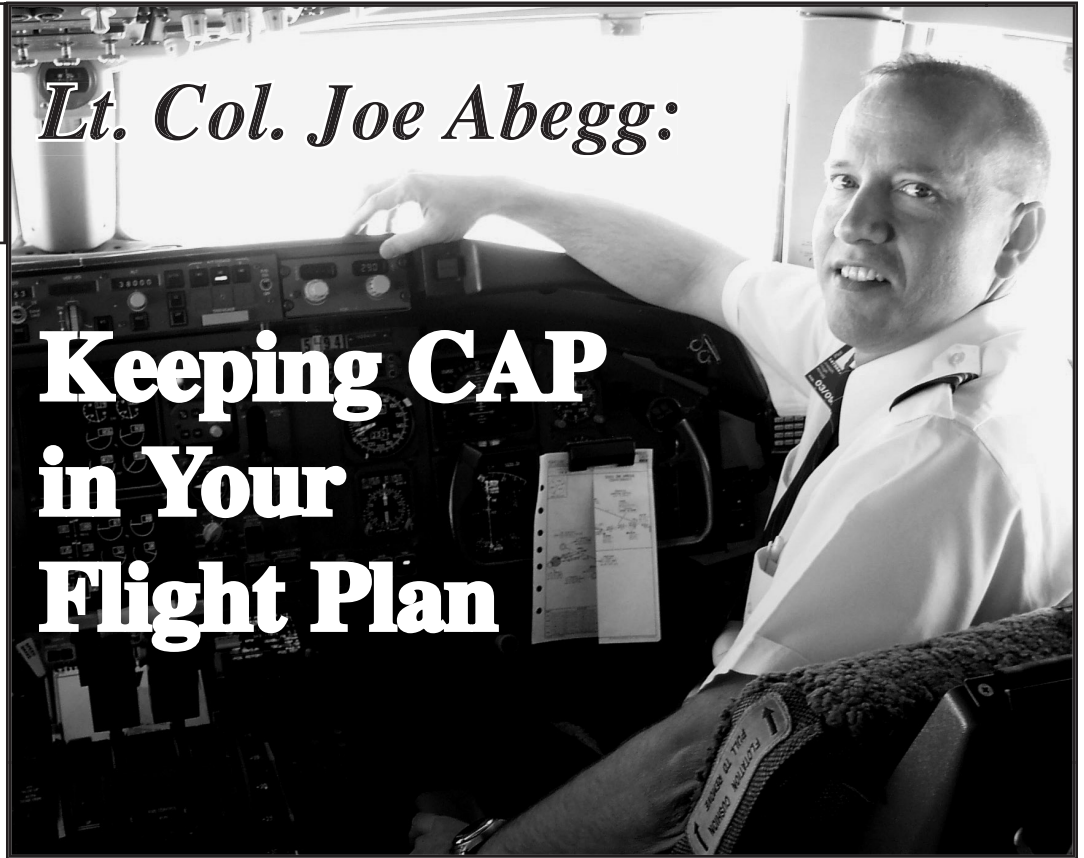
On behalf of the adult world, we'd like to share a secret with you: You can go far, no matter who you are, if you're persistent and apply yourself. Along the way, there will likely be changes to your life's flight plan. If the experience of someone who has done well is any model, the best thing you can do is to keep the Civil Air Patrol in your life.

Belleville

If you ever travel to St. Louis, Missouri, for business or pleasure, the locals are sure to give you some advice.

Lt. Col. Joe Abegg:

Keeping CAP in Your Flight Plan



FLYING HIGH: Lt. Col. Joe Abegg tells cadets to aim high and be persistent. Here he is at the controls on a recent commercial flight, at 38,000 feet.

Go up in the Gateway Arch, take in a Cardinals game at Busch Stadium, check out Union Station with its shops and have some barbecue at a nice downtown restaurant.

They'll also tell you to avoid crossing the Mississippi River into southern Illinois. There's not much to see in southern Illinois, they'll tell you. Some farms, some houses here and there – almost like falling off the edge of the Earth until you get to more civilized lands in the East.

As a kid growing up in Belleville, southern Illinois, in the 1970s, Joe Abegg's life did not seem to hold too many opportunities. Belleville was like many New Jersey communities, an oasis of suburbia surrounded by farms and woods, far from opportunity.

He was a B or C student,

athletic and involved in a number of high school sports. But the possibility of Abegg ever flying in a plane, let alone piloting one of the aircraft headed over his house on the way to an Air Force base or Lambert-St. Louis International Airport seemed pretty remote. He had just about as much chance as following Neil Armstrong to the moon, or so it seemed.

At the time, as he looked up into the clear blue sky of Belleville, Ill., he thought, "there was no way that was going to happen."

It was about that time in his teens that he often saw a neighbor headed out in what was then called "fatigues." Nowadays, we know them as BDUs. After a while, his friend, Greg, told Abegg about the Civil Air Patrol. Abegg joined CAP in July 1973 and found that he really

liked orientation flights and learning about aerospace.

As you've probably already realized in life, it's much easier and motivating to study what you like to do than what you don't like. So it was for Joe Abegg of Belleville, Ill.

Abegg found that studying for CAP cadet tests helped him learn the discipline he needed to succeed in school. Pretty soon, the B or C student became an A student. He flew through the ranks into cadet officer's country and within a couple of years, found himself at the top of the ladder, zooming through the Mitchell, the Earhart and the Spaatz Awards. The Spaatz, by the way, he hobbled through with a dislocated knee.

He was busy as a cadet,

PATH OF SUCCESS: Abegg poses with new his new blue beret in 1977, at right, as a cadet. Below, he shakes the hand of the Civil Air Patrol national commander in the same year.



becoming his squadron's cadet commander, cadet commander of two encampments, representative to a Cadet Advisory Council and a member of his wing's drill team.

Lesson number one, says Abegg, is to apply for things in CAP, because you never know when your lucky number might come up. He applied for a \$1,000 scholarship through CAP and was surprised when he was chosen ahead of many other candidates.

It was around this time, says Abegg, that he realized that he had experienced a big change in his expectations. "I realized I could do it," he said. Unfortunately, *doing it* didn't include going to his dream school, the U.S. Air Force Academy in Colorado. He was turned

down.

Still, he didn't let that rejection get him down. Between high school and college, he attended the National Emergency Assistance Training, an elite search and rescue school, and earned a blue beret on his first attempt. He also travelled to France to represent CAP through IACE, the International Air Cadet Exchange.

Next Stop: College

College for Joe Abegg didn't mean leaving CAP behind, as he realized that so many good things that had happened to him came through this organization.

He enrolled at Parks College of St. Louis University and was graduated in three years with a bachelor's degree in aerospace engineering. He also enrolled in Air Force ROTC

and progressed to the rank of cadet colonel while holding the position of cadet group commander. He also pledged as a member of the Arnold Air Society, the AFROTC fraternity.

For CAP, Abegg continued to stay active as a mission pilot and founded a new squadron, the Oliver L. Parks Composite Squadron.

Then it was time to enter the Air Force. On graduation, he was promoted to second lieutenant, USAF, and opted to work for McDonnell Douglas Aerospace while waiting for a pilot training assignment.

Onward and Upward

In September 1980, Abegg was working at McDonnell Douglas in St. Louis, alongside engineers and draftsmen who plied their trade the old-fash-

ioned way, before computer-aided design software and megacomputers. They used slide rules for computation and created their designs with pencil and paper, known as mechanical drawing.

It was at McDonnell Douglas that he had a chance to work on the AV-8B, the advanced version of the Harrier jet, using advanced composite materials.

One early morning, around 7:30 a.m., the phone at McDonnell rang for the young second lieutenant. One of the McDonnell employees picked it up and handed to Abegg, who didn't get too many phone calls.

On the other end of the phone was the Air Reserve Personnel Center at Lowry AFB in Colorado. Could he report for Air Force pilot training in at Columbus AFB in Mississippi in 13 days, dropping McDonnell and everything else behind to further pursue his dream?

The woman from ARPC at Lowry AFB wanted an answer right then, before he hung up the phone.

Of course, he wanted to go. "Sometimes," he says, "you just have to apply."

Flight school was stressful, he says, as it's the instructors' goal to weed out the chaff. But he had fun, too. He was awarded USAF pilot wings in August 1981.

Next Stop: Jersey

Like Belleville, Ill., the area around McGuire AFB isn't always the first choice of new pilots, says Abegg. Take a look around the area off-base, and the reason is simple: there's not much around beyond the Burlington County farms and a few bars in Wrightstown.

Abegg made McGuire his first choice because it would get him up in the air more than an assignment at a more popular base. At McGuire, he got to fly the big C-141, at first as a co-pilot. He moved up over time to first pilot, aircraft commander, instructor aircraft commander and simulator instructor. While as a

first lieutenant, he attended the C-141 Instructor Aircraft Commander School and performed duties as pilot scheduler, crew controller, safety officer and squadron disaster preparedness officer. It was a learning experience at several levels.

All good things come to end. In August 1987, he left active duty as a lieutenant colonel and entered the Air Force Reserve. He was assigned as a C-141 pilot for the 514th Air Wing at McGuire.

He didn't forget CAP, though. One day, he just walked into CAP Wing HQ at McGuire and volunteered his services. CAP seniors usually know a good thing when they see it, and Lt. Col. Sid Rimback immediately took Abegg to see the wing commander, Col. Botnick.

Right away, says Abegg, Botnick told him, "I've got a job for you," making the young guy assistant director for cadet programs for NJ Wing. Things hadn't been working out in the cadet programs area at the time, it seemed, and the wing staff was hoping the new guy would give it a shot in the arm.

The wing commander changed his mind the next week, it turned out. He promoted Abegg to director of cadet programs for the wing.

Flying the Friendly Skies

Still, Joe Abegg remembered looking up into the Illinois sky and watching those planes headed for the airport in St. Louis. All this time, what he really wanted to be was an airline pilot. His first new job in the private sector was with Pan Am, at the time of the biggest international airlines. He flew as a flight officer (engineer) and qualified on Boeing 727s and 747s.

But you never know when there might be a change in the flight plan. In 1988, he accepted a temporary duty assignment with All Nippon Airways in Yokohama, Japan, to assist with international route expansion. He transferred his AF Reserve position and became

joint air operations officer for logistics at HQ US Forces, Japan. Flying for ANA meant he was far from home but the compensation was, to put it mildly, fantastic.

During the first Gulf War, Abegg had oversight over a humanitarian airlift mission that repatriated over 1,000 Vietnamese nationals who had escaped from Iraqi forces during their invasion of Kuwait, using Japan's Self Defense Forces fleet of C-130s.

By the time he was only 24 years old, he had been to 34 countries, either with private airlines or for the USAF. He ended up flying with Pan Am on the London to New York route.

Fateful Day

Most people probably don't remember where they were on December 21, 1988. Joe Abegg remembers shopping with his family at the BX at McGuire, home between transatlantic flights for Pan Am.

December 21, 1988, is the day that Pan Am Flight 103 left London's Heathrow International Airport for New York. It never made it to New York because a terrorist's package of plastic explosive was detonated in its forward cargo hold, bringing down the 747-121 over Lockerbie, Scotland. The disaster killed 270 people, including 11 on the ground in Lockerbie.

The ill-fated 747 aircraft, says Abegg, was N739PA, named the Clipper Maid of the Seas – the same one he had flown just a couple of days before as a flight engineer. He had his first flight as a Pan Am flight engineer on that same 747.

When he and his family arrived home, his answering machine's message light was blinking, a sign of many messages. They turned out to be from friends and family who assumed that Abegg was on Pan Am 103. They had all wrongly assumed that he wasn't home or wasn't returning calls because he was on that flight. He spent hours on the phone that night, reassur-



SEMPER VI: Lt. Col. Abegg has always kept CAP involvement on his radar, no matter where he has been. Above, he accepts a national search and rescue award in 1986.

ing friends and family that he was not.

Abegg says that he didn't know the flight 103 crew well, but he realizes that the bomb could have just as well gone off a few days before, when he was on N739PA.

The Lockerbie incident spelled the end for Pan Am, which never recovered and went bankrupt soon after. He left Pan Am for a position at United Airlines, flying DC-10s, 757s and 767s.

Can't Keep Him Down

Some people might give up flying after such an experience, but not Abegg. He had transferred his AF Reserve affiliation to CAP, serving in the USAF Liaison Office in New Jersey. He has also served as commander of the McGuire Composite Squadron, the wing chief check pilot and the wing director of cadet programs. His CAP decorations are many, including many that most don't earn until later in life.

He also graduated from the USAF Squadron Officers School, the USAF Air Command and Staff College and the USAF Air War College. In December 1999, he received a master's degree in management. He finally retired from the USAF Reserves in April 2006.

Flight-wise, he holds pilot

certifications from the FAA and the Japanese Civil Aeronautics Board and has over 17,000 flight hours. The list of aircraft he has qualified to fly is any cadet's dream: the T-37, the T-38, the C-141 (A and B), the Boeing 727, 747, 757, and 767 and DC-10.

And it might not be the end for Joe Abegg. In January 2000, he became involved with Advent Launch Services, of Houston, Texas. The company had designed a reusable launch system and was pegged as a contender for the X Prize. He was selected to be part of Advent's astronaut pilot team. While progress on Advent's Mayflower rocket has ceased, he still has his eyes on the skies.

Tell Cadets

Will Lt. Col. Joe Abegg end up in the black sky above the blue someday? Maybe. There's no way to know when your flight plan might change.

The best thing, he says, is to "set a goal. Figure out how to make it happen." The Civil Air Patrol's national emergency services officer also believes in sticking with CAP, which can provide "so many opportunities." When you look up into the sky over Cherry Hill or Cape May or Newark or Parsippany, remember that you can follow your dreams, too, and CAP can help.